

POMRIL.
PURE NON-ALCOHOLIC
APPLE JUICE
Invaluable for Stomachs and
Dinofes.
Per doz. quarts... \$7.25
Per doz. pints... 4.05
H. PRICE & CO.,
12, Queen's Road Central.

Hongkong Daily Press.

ESTABLISHED 1857.

ITALIAN VERMOUTH
The only Reliable Brand is
MARTINI ROSSI
SUCCESSORS
MARTINI SOLA & CO.
AGENTS—
F. PRICE & CO.,
12, Queen's Road Central

No. 14,438 號捌十叁百肆千肆萬壹第 日式初月陸年十叁緒光 HONGKONG, THURSDAY, JULY 14TH, 1904. 肆拜禮 號肆拾月柒年肆零百九仟壹英港香 PRICE, \$3 PER MONTH.

WATSON'S PRICKLY HEAT LOTION

IS A FIRST-RATE PREPARATION.

IT AT ONCE RELIEVES THE SKIN
IRRITATION AND PRODUCES A
SOOTHED, QUIET FEELING.

A. S. WATSON & CO. LIMITED.

MANUFACTURING CHEMISTS.

ESTABLISHED A.D. 1841.

CUTLER, PALMER & CO.'S

Price \$11.00 PER DOZEN

NET

"SPECIAL BLEND" WHISKY
Bland
Selected
Distillations of the
Finest Scotch Whiskies

Apply to

SIEMSEN & CO., Hongkong. [a138]

VICTORIA CYCLE EMPORIUM
We are Sole Agents for the following—
MONOPOL, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on hand
for Sale. Also a Large Assortment of SECOND-
HAND MACHINES of various makes,
nearly as good as new, at greatly reduced prices.
MOTOR CYCLES, MAIL CARTS,
RICKSHAS FITTED WITH PNEUMATIC
TYRES and BALL BEARINGS THROUGH-
OUT. Everything in the trade always kept in
Stock. First-class workmanship guaranteed in
all branches of the business. Re-ensembling a
speciality.
H. S. ABDULLA,
43 & 44A, Queen's Road East.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

Casks of 375 lbs. net \$4.75 per Cask ex Factory.

Bags of 250 lbs. net \$2.85 per bag ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 14th August, 1903. [a1451]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD.,
have now 40,000 Cubic feet of Co.
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sundays
excepted to receive and deliver perishable goods
Wm. PARLANE, Manager.
Hongkong, 18th November, 1901. [a157]

RUIHART PERE & FILS, REIMS

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents.

Hongkong, 18th May, 1903. [a1264]

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS
AND
GENERAL COMMISSION AGENTS.

SPECIALITY: HUMAN HAIR,
No. 12, Pottinger Street, Hongkong.

Agencies—
CHEE CHEONG, Dealer in Human Hair,
SHUN LOONG, Preserved Ginger Factory,
CHOW LEUNG YEE, Fire Cracker Factory
Hongkong, 1st June, 1904. [a1387]

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Office.

Excellent Cuisine and Wines.

Large and lofty Rooms, Elegantly Furnished

Hydraulic Elevator, hot and cold water
throughout.

Special Rates for Tourists.

Launch Services for Guests.

For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a149]

CARLTON HOUSE.

10, ICE HOUSE ROAD.

FIRST-CLASS PRIVATE HOTEL.

Cool Rooms, Elaborately Furnished. Com-
fort of Residents and the Cuisine a specialty.

For terms apply—
R. F. HOWARD,
Lessee and Manager.
Hongkong, 2nd July, 1904. [a1621]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC,

\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY

\$12.00 PER CASE.

THE ELITE OF WHISKY—

THE "PALL MAIL,"

\$21 PER DOZ.

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$11.00 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

AGENTS—SIEMSEN & CO., HONGKONG. [a15]

C.P. & Co.'s INVALIDS' PORT

\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.

See analysis and certificate by Professor Cassal.

DOURO PORT,

\$15.00 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

\$20 PER DOZ.

LA TORRE SHERRY,

\$17.00 PER DOZ.

A natural and most pleasant wine to the taste

BENEDICTINE LIQUEUR—

D.O.M.,

\$41.75 PER DOZ. QUARTS.

\$43.75 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

E. C. WILKS & CO.

MARINE SURVEYORS.

CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

COLLISIONS AND DAMAGES SURVEYED.

SALVAGE WORK UNDERTAKEN.

SHIP DESIGNS AND SPECIFICATIONS PREPARED.

Agents for the CONSTRUCTION and SALE of STEAM and MOTOR-LAUNCHES.

CONTRACTS for NEW TONNAGE on reasonable terms with first-class builders.

A large stock of CANALIAN ASBESTOS and ASBESTOCEL Goods kept.

Agents for Messrs. ALLEN & SONS ELECTRICAL PLANT and CENTRIFUGAL PUMPS.

Telegram Address: "MARINEWORK"

Telephone No. 358. [a1153]

TRUSCOTT MOTOR LAUNCHES.

THE undersigned, representative for THE TRUSCOTT BOAT MANUFACTURING
CO., of St. Joseph, U. S. A., will be pleased on application to submit Estimates, Catalogues
and full particulars regarding Motors and Motor-Launches.

Sample boat in Hongkong at present. Inspection invited.

O. JANSON.

Care of AAGAARD, THORSEN & CO.,
HONGKONG CLUB ANNEX. [a1506]

Hongkong, 8th July, 1904.

KODAKS, FILMS, AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK, PROMPT RETURN.

LONG, HING & CO.,

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903. [a138]

LANE, CRAWFORD & CO.

ARE NOW SHOWING

LADIES' WHITE SKIRTS.

LATEST SHAPES, NEW DESIGNS.

LADIES' RAINCOATS.

NEWEST MATERIALS, SMARTEST STYLES.

Hongkong, 8th July, 1904. [a134a]

TENNENT'S "RED T" BRAND.



TENNENT'S PILSENER BEER.

TENNENT'S INDIA PALE ALE.

TENNENT'S MUNICH BEER.

TENNENT'S STOUT.

BREWED AT THE FAMOUS WELLPARK BREWERY, GLASGOW.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, 15th June, 1904. [a35]

THE OLD FAMILIAR BEVERAGE

STONE GINGER-BEER

YCLEFT "POP."



WATKINS LIMITED

CHEMISTS, AERATED WATER MANUFACTURERS,

APOTHECARIES' HALL, WATKINS BUILDING.

At CANTON, SHANGHAI, HANKOW and PEKING. [a37]

ARNHOLD, KARBURG & CO.

LARGE STOCK

OF

LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.

Hongkong, 29th April, 1904. [a353]

W. BREWER & CO. 23 and 25, QUEEN'S ROAD.

New Plan of Victoria; Large Scale

Coloured ... \$2.50

Navy and Army; Volume 15 ... 15.00

Picuresque Canada; Fine Illustrations ... 4.80

2 Volumes, Published at 25 9s. 6d.

(New) ... 50.00

The Doré Gallery; a Selection of Beautiful

Engravings Published at 25 10s. 0d.

(New) ... 17.00

The British Army and Auxiliary Forces

with Full Page Plates and Original

Photographs (New) ... 10.00

NEW BOOKS AND NEW EDITIONS.

Brassey's Naval Annual 1904 ... 13.00

Cassell's Academy Pictures; Parts 1, 2, 3 ... 0.50

A Lot of New French Novels ... 18.50

The Citizen's Atlas by Bartholomew ... 6.5

The Sailor's Pocket Book; 9th Ed. ... 3.00

Japan in Pictures, by Shiden ... 6.00

Soule's Synonyms ... 6.00

Present Day Japan, by Davidson ... 6.00

The China Martyrs of 1900, by Forsyth ... 6.00

Pictures 1904 ... 0.80

With the Tibetans in Tent and Temple, by ... \$4.60

China from Within, by Davenport ... 4.80

Eng-Portuguese Port-Eng. Dictionary;

2 Parts ... 3.00

Tennyson's Poems, bound in Lamb Skin ... 3.00

Wordsworth's Poems, bound in Lamb Skin ... 3.00

Ingoldsby Legends, bound in Lamb Skin ... 3.00

The Doré Gallery, a Selection of Fine

Engravings from Doré Bible, Milton,

Dante, Le Fontaine, Fairy Realm,

Don Quixote, &c. ... 17.00

Beeton's All About Cookery ... 1.80

Russo-Japan War, Parts 1, 2, 3, 4, 5, at

Collins' Graphic Dictionary ... 0.60

Windsor Castle, by Ainsworth; 169 illus-
trations ... 3.00

The Tower of London by Ainsworth; ... 3.00

98 Illustrations ... 3.00

50 Coloured Plates ... 3.00

GOLF BALLS.

COPYING PRESSES. BLICKENSDERFER

TYPEWRITERS. [a35]

KELLY & WALSH, LD.

BRASSEY'S NAVAL ANNUAL 1904 \$18.00

PICTURES OF THE YEAR ... 0.80

THE PARIS SALON ... 2.70

FRANCIS & TAYLOR, A HANDBOOK

FOR SANITARY INSPECTORS, &c.;

10th Ed. Revised ... 5.90

JAPAN IN PICTURES, by Douglas Sladen ... 3.00

THE BIBLE UNFOLDING, A

CRITICAL COMPARISON WITH VIEW

OF TESTING ITS HISTORICAL

INTIMATION



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS
OFAERATED
WATERS
IN THE FAR EAST.The Manufacture of our AERATED
WATERS is conducted under constant
European expert supervision.THE MACHINERY in use embodies every
improvement up to date.The most perfect scientific system of filtration
is employed.

By which means we have attained

PERFECTION OF QUALITY

AND

ABSOLUTE PURITY.

OUR WATERS being acknowledged by the
leading English Manufacturers as equal to their
best productions.A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

[31]

NOTICE TO CORRESPONDENTS

Only communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.

No anonymously signed communications that have
already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be
sent before 11 a.m. on day of publication. After that
hour the supply is limited. Only supplied for Cash.
Telegraphic Address: PRESS. Codes: A.B.C. 5th Rd.
Liber's

P.O. Box, 31, Telephone No. 12

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 14th JULY, 1904.

FACTS and figures covering a dozen foolscap
pages make up the report on the blue book
for 1903, to be submitted by the Officer
Administering the Colony to His Majesty's
Principal Secretary of State for the Colonies.
Dealing first with finances, it tells how the
revenue of the Colony was altogether
\$5,238,857.88, including \$510,165.71 for
Land Sales. This means that the revenue
was greater by \$337,784.18 than in any
previous year, and exceeded the estimate by
\$305,562.88. An interesting table given
on a subsequent page shows how the income
of the Government has gone on increasing
for the last five years. In 1900 it rose by
nearly \$600,000. In 1901 there was a fur-
ther leap upwards of a little over \$11,000;
and for the year immediately preceding the
period with which this report deals, there
was an additional increment of about
\$700,000, in round numbers. Thus we
find that in a bare half decade, the revenue
has been swollen by a total increase of
\$1,528,714.63; ample evidence, if there were
no other, of the assured and increasing
importance of a Crown Colony whose enter-
prise, at the outset, was embarked upon
with so much diffidence. Turning to
expenditure, which would, of course, in-
crease automatically in some sort of ratio,
the outlay for last year was, in total,
\$5,396,669.48, or, without the item for
Public Works Extraordinary, \$4,746,888.44.
That is less, by \$512,879.03, than the total
expenditure for 1902, and leaves the
Colonial Treasurer with a deficit on the
year's actual work of \$157,811.60. Revert-
ing again to the quinquennial table, it will
be seen that the annual increase for three
years was in the main strictly proportionate.

Beginning in 1899 with an expendi-
ture of \$3,162,792.86, there was a surplus
of \$447,350.89. The first increase in outlay
amounted to nearly \$466,000. By 1901 it
had climbed up another \$483,000, to
which the corresponding increase of re-
venue, already approximated at \$11,000, was
scarcely commensurate. This still left,
however, the treasury with a healthy surplus
of \$102,170.73 at the end of 1901, and it is
to the work done in the following year,
the year prior to the one under
treatment, that we must look for explanation
of the somewhat startling metamorphosis
of a surplus of a hundred thousand dollars
into a deficit of a million plus eight thousand.
The report would have been more complete
if it had included some explanatory re-
ference, for which, however, the uninitiated
colonist or Home student will look in vain.
Reference to the *Gazette*, however, secures a
reminder of the extraordinary expenditure
of the year which witnessed the change.
Among the items, in addition to the large
amount expended in determined combat
with disease, were the new law courts, and
the Governor's Peak residence, which were
to cost together something like \$117,000, of
which over \$73,000 was actually disbursed.
The sixteen miles of Tai-po Road, and the
widening of Conduit Road, together ac-
counted for more than \$51,000, and work on
the new territory was also a source of con-
siderable financial drainage. Police stations
and jails, improvements to the waterworks,
and the excellent interference with refractory
and mischievous nuths, accounted for
another quarter of a million. Against
"rainstorm and typhoon damages," an
extravagant item which could well have
been dispensed with, was set about \$26,000.
Taking everything into consideration, how-
ever, the inhabitants, looking round at the
numerous new features dating from that
period, may not improperly consider that
there is evidence of value received, and some
justification for a state of things which, on
paper, does not look so rosy as in former
aspects. In addition to what was done and
spent that year, 1902 left a legacy of ex-
actions for its successor; yet the expenditure
was trimmed and pared down to \$512,879.03
less than it was. If the revenue had but main-
tained its rate of increase, instead of lagging
as it did (\$687,190.08 increase in 1902, and
only \$337,784.19 increase in 1903) the deficit,
already reduced by nearly \$551,000, might
have been rendered comparatively unimpor-
tant. That may be partly accounted for
by a decrease of over \$61,000 in the amount
derived from the sale of Crown lands. Here
it is necessary to point out a misstatement,
obviously a *lapsus calami*, that occurs on
the first page of the report. Land sales are
quoted as \$61,195.51 more than in 1902.
The figures in 1902 were \$571,361, so that,
as we have stated, the receipts were less by
about that amount. However, "returning
to our mittens," there is not the slightest
reason for pessimism; quite the contrary.
Assets make a satisfactory showing
against liabilities, and in summing up the
position, the Officer Administering the
Government speaks of the "continued pros-
perity of this Port." The temporary
diminution of the upward impetus is attrib-
uted to the war, and "there is nothing to
indicate that the trade interests... of
this Colony have ceased to expand." What
ought to be done to ensure continued
expansion he outlines in the notes we have
already published, and have frequently
referred to.

During the 24 hours ended at noon yesterday
four cases of plague were reported.

A vagrant was arrested in the shrubbery near
Gardiner Road, at the Peak, at four o'clock
yesterday morning, and sent to prison for a
month.

In the Small Court at the Magistracy yester-
day morning a piece of opium was thrown to a
prisoner in the dock. Mr. J. H. Kemp, the
magistrate, said if he caught anyone doing such
a thing again he would send him to prison
without the option of a fine.

A Manila contemporary reports that "Willie"
Freear, the entertainer who recently visited
Hongkong, had a very narrow escape from
death, while returning to Manila from Olango.
The little craft upon which he had secured
passage was caught in the full fury of the
prevailing typhoon, and for thirty-six hours
was buffeted to and fro at the mercy of the
elements. During one of the lurches of the
vessel, Freear was violently thrown half over
the rail, but the vessel recovering he was tossed
back into a cabin, and severely bruised. A
deck hand was not so fortunate, being swept
overboard and lost. Mr. Freear says that he
does not want to undergo another such
experience. Everybody aboard had given them-
selves up for lost before the vessel finally
managed to find the entrance to Manila Bay,
and creep to anchor off Cavite. Mr. Freear
will repeat his performance at the Zorilla this
evening. [Which performance?—Ed. H.D.P.]

The Chartered Bank of India, Australia and
China have opened a branch at Saigon. Mr. T.
Bunpus, late of the Manila branch, is agent in
charge.

To-day is the French National Fête. Mons.
G. Liebert, Consul for France, will be pleased
to welcome at his residence, 10 Maclellan Road,
between 10 and 11 a.m., the members of the
French community in the Colony, and between
11 and 12 the British and foreign officials, as
well as his foreign colleagues. Madame Liebert
will be at home between 4 and 6 p.m.

By kind permission of Lieut.-Col. Ironmonger
and officers, the Band of the 93rd Burma In-
fantry will play the following programme at the
Kewloon Hotel this evening:—
March "Constellation"..... Clock
Overture "Medusa"..... Elliot
Selection "The Shop Girl"..... Ivan Cyril
Song "The Promise of Life"..... Cowen
Selection "Reminiscences of the Plantation".....
Waltz "The Chorister"..... Chamber
Two-step "Mumblin Moss"..... Thurban

In the Akaka of Abokuta the important
personage the ceremonies attaching to his
coming and going lead one to believe, asks the
Westminster Gazette, or is he simply one of
those petty chiefs who are as common as trumpets
on the African coast? As a Liverpool gentle-
man who knows his dandy Majesty personally
declares that the Akaka is but a small man
even among the native potentates of West
Africa. "There are," he says, "chieftains in
Nigeria who are to him what King Edward
is to a German princeling. At home he wears
no cloth of gold, but a simple cotton loin-cloth,
and lives in a mud hut with a thatched roof."

The numerous friends of Mr. John Foley,
the genial and respected Traffic Manager of the
Imperial Railways of North China, will be
delighted to learn that he has received honour
at the hands of His Imperial Majesty the
Emperor of Japan. We have been officially
informed, says the *Shanghai Mercury*, by his
Majesty's Consul-General in Tientsin, that he
has been awarded the 6th class Decoration
of the Order of the Sacred Treasure, on
behalf of the Emperor, who has been pleased to
thus decorate him in recognition of the valuable
help he extended to the Japanese troops in
North China. General Samba and his staff
were present at the presentation to Mr. Foley.

An entertaining chapter in Mr. Michael
Davitt's just-published "Fall of Feudalism in
Ireland" is given up to "Some League
Anecdotes." Here is a sample of the letters
that used to reach the Land League offices in
the good old days: Ballinrobe, Mayo, Jan. 8,
1881. To the Honorable Land League.—
Gentlemen, in a moment of weakness I made
mistake. I did not do it, was a law against it, I
did not do it, the people pass by me as if I
were a pest, in the house, I hear ye do be
given pardons to him that do wrong, and if ye
will send me a pardon to put in the windy for
every one to read it, as God is me Judge I will
never commit the crime again. Mither Scrab
Nally will give me a Karthur if ye write to
him, at Bal.

The Leeds Physical Culture Society last
month discussed the proposal of their hon.
secretary, Mr. Harry Kremnitz, that both men
and women should discard the use of hats. Mr.
Kremnitz stated that already members of the
Society were wearing sandals instead of boots, as
being more in accordance with hygienic prin-
ciples. Boots, he declared, terribly cramped
and distorted the feet, and wearing them is nothing
less than slavery to the vile English fashion.
He considered that men and women, in
wearing headgear, are simply following the
dictates of fashion, and that the hats and
caps worn by men are of no use except to
raise to ladies. A graceful little how
would be infinitely more becoming and more
polite. It is, however, for health's sake that
they should go bareheaded. Ladies who wished
for beautiful hair should walk or ride bareheaded,
and that would display their coiffure to better
advantage. Their nightcap sufficed in winter,
with the bed-room window open, and even the
nightcap had been already pronounced unhealthy.
Yet in hot summer weather they wore ugly and
insanitary headgear. He, himself, was going
bareheaded. Hats, caps, and bonnets he
abominated. The question is exciting no little
interest in Leeds.

POLICE PROMOTIONS.

The list of Police promotions is announced as
follows:—

Inspector Langley, a 3rd-class inspector, to
the position of a 1st-class inspector in charge
of the Water Police.

Inspector Gourlay, a 3rd-class inspector, to
the position of a 2nd-class inspector.

Sergeants Ritchie and Dymond to be third-class
inspectors.

NAVAL.

We are very glad to be able to announce, says
the *N.C. Daily News* on the 8th inst., that the
court-martial on H.M. destroyer *Sparrowhawk*
has entirely exonerated all the officers of that
unfortunate vessel.

H.M.S. *Vestal* is to relieve H.M.S. *Rosario*
at Nanking and H.M.S. *Iphigenia* has orders
to leave Weihaiwei on the 11th inst. to relieve
H.M.S. *Thetis* at Shanghai.

WEATHER REPORT.

The Hongkong Observatory yesterday issued
the following report:—
On the 13th at 11.38 a.m. The barometer
has risen in Japan, and continues to fall over
the Pacific, eastwards of Formosa. In China
and the Philippines the changes are very trivial.
Gradients are slight on the China Coast, and
moderate NE. winds will prevail in the Formosa
Channel and northern part of the China Sea,
though further southward moderate SW. mon-
soon may be expected.
Forecast.—Light E. to NE. winds; overcast,
fine.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

ARBITRATION AGREEMENT WITH
GERMANY.

LONDON, 13th July.

An arbitration agreement, identical with
those made with France, Italy, and Spain,
has just been signed by the representatives
of Great Britain and Germany.

TERRIBLE DISASTER IN
MANILA.

CLOUDBURST DESTROYS A TOWN.

MANILA, 13th July, 10.45 p.m.

A cloudburst occurring to the
north-east of Manila to-day has caused
the total destruction of San Juan del
Monte. Hundreds of the inhabitants
have perished without warning. The
low-lying districts are inundated,
and a number of foreigners are
isolated, some in positions of peril.
The streets here are canals, boats
being resorted to for transportation
purposes. There has been a steady
downpour of rain for twenty seven
hours, and the rainfall measurement,
seventeen and one fifth inches, is un-
precedented. The damage to prop-
erty must be estimated in millions.
Communication with outside is inter-
rupted.

THE WAR.

[JAPANESE OFFICIAL TELEGRAM.]

CASUALTIES AT KAIPING.

Tokyo, 13th July, 12.50 p.m.

General Oku reports that in the occupa-
tion of Kaiping our casualties from 5th
to 7th inst. were 24, whereof 4 men were
killed.

Those of the 8th and 9th were about
150.

[REUTERS SERVICE.]

MERELY A COURTESY.

LONDON, 10th July.

The Kaiser has telegraphed to the Com-
mander of the Wiborg regiment of infantry,
of which he is honorary Colonel, con-
gratulating him on the prospect of meeting
the enemy. "I am proud that my regiment
will have the honour of fighting for Tsar
and Fatherland. My sincere wishes
accompany the regiment. God bless its
standard."

VAGUE.

LONDON, 11th July.

Fighting has been going on for several
days round Port Arthur. According to one
account the Russians lost 1,700 in one
encounter on the 7th instant, but nothing
official has been received from either side.

The Port Arthur organ the *Nova Krai*
says that the warships left the harbour
and participated in the fighting.

WAR ITEMS.

A PICTURE MAP.

According to a striking panoramic map by
the Japanese *Mainichi* newspaper, revised and
republished by the *N.C. Daily News*, the Japanese
army in three columns is marching north
with Mukden as their converging point. One
column, leaving a large force on the neck of the
Liaoning Peninsula, investing Port Arthur, is
following the railway track along the coast to
Haicheng, and (as recent despatches indicate)
has passed Kaiping. This is the force that
won the great battle of Tielu. In the valley
road running from the port of Takushan to
Haicheng, its scouts almost equidistant with
the western column, is the central column,
massed at and about Shuen. The main army
of invasion, operating from the Yalu, taking
Fenghuangcheng and Saimachi en route, has
pushed forward two detachments, one marching
parallel with the middle column, along the
Liaoyang Road, and the other clearing the road
to Mukden.

RUSSIAN OFFICIAL REPORT OF THE KINCHAU
FIGHT.

General Stoessel reported to headquarters
on May 28th as follows:—

"On May 26th, after a fierce battle which
lasted two days, I ordered the Kinchau position
to be evacuated in the evening, for we had
opposed to us at least three divisions, with 120
guns."

The enemy's fire, particularly that of four
gunboats and six torpedo-boats, completely
annihilated our batteries mounted at Kinchau.
The 5th Regiment, which was posted at this
spot, stood its ground heroically.

The fire of the regiment, as well as that of
our batteries and the gunboat *Bohr* off
Khoukoua, inflicted enormous losses on the
Japanese.

Our losses amounted to thirty officers and
about 800 men killed and wounded.
We blew up and damaged all the guns which
the Japanese had not put out of action. It was
certainly not expedient to bring up siege
artillery during a fight, for it would have to
have been done three days before.

The battle of May 26th began at five o'clock
in the morning and lasted until eight o'clock
in the evening, when I ordered the position to
be evacuated gradually.

The explosion of a number of mines and
fougasses was rendered impossible, inasmuch as
the Japanese turned our position directly,
advancing through water up to their waists and
under the protection of their ships.

The spirit of our troops is excellent.
The method of transmission of General
Stoessel's despatch is not disclosed, but it is
presumed to have been brought by a junk. It
was evidently drawn up under stress of circum-
stances, as it was hastily written in pencil.

SURVIVORS AT VLADIVOSTOK.

The following telegram reached the Foreign
Office on Wednesday, 29th ult., from Mr. Inouye,
Japanese Minister at Berlin:—

"The U.S. Ambassador at St. Petersburg
has supplied me by telegram with the following
report, which he received from the U.S. Com-
mercial Agent at Vladivostok:—

"The survivors of those who were on board
the *Sado Maru* and the transports which were
sunk on June 16th and 17th arrived at Vladivo-
stock on June 20th. They number 103 Japanese
and 4 English engineers, in addition to 1 Japa-
nese passenger and 11 wounded Japanese. I
paid a visit to the survivors on June 22nd. I am
informed that all of them, with the exception of
the wounded, will be removed to some other
place in a few days. The names of the survivors
will be reported immediately I receive them."

The foreign engineers on the transports
numbered only three—namely Mr. Glass, Chief
Engineer on the *Hitachi*, and Mr. Kerr, Chief
Engineer, and Mr. Carmichael, Second Engineer,
on the *Sado*. Probably the fourth Englishman
is one of the deck officers.

CONFLICTING COUNSELS.

The following from St. Petersburg appeared
recently in the *Echo de Paris*:—

"The taking of Kinchau and the march of
the Japanese on Port Arthur have increased the
misunderstanding between Admiral Alexioff
and General Kuropatkin, the former, who, he it
said, has never been active service,
being desirous that the army should
march to Port Arthur, and the latter
holding that the army should keep its
position till reinforcements come. In conse-
quence of a violent discussion at Mukden, where
the two great officers met recently, they each
sent a detailed report to the Tsar. In his,
Admiral Alexioff insisted on the necessity of
saving Port Arthur, so as to keep a base for the
fleet, and obviate the fatal blow the capture of
the fortress would inflict on Russian prestige.
He pointed out that, after the way in which the
Japanese took Kinchau, there was no guarantee
that they would not sacrifice an enormous
number of men to take Port Arthur. So the
Russian army ought to go to the relief of the
place.

"The General argued on the other hand, that
the forces at Liaoyang were not strong enough
for him to make a forward movement, having
General Kuroki and the Japanese Takushan
army on his left flank. Accordingly he thought
it wise to stay at Liaoyang until he had 400,000
men at his disposal and to leave Port Arthur to
defend itself. He considered, moreover, that
his capture would be of no importance.

"Alexioff and Kuropatkin asked the Tsar to
settle the dispute between them. The Tsar
summoned a council of war, at which General
Sakharoff, Admiral Avelane, and M. de Plesh-
v, Ministers respectively of War, Marine, and
the Interior, were present. The council lasted
several hours, and it is understood that, in view
of the argument of the naval men, emphasising
the necessity of keeping Port Arthur as a base,
which was all the more essential, as the Baltic
Fleet would be unable to go to the Far East if
Port Arthur disappeared, and also out of fear
of the disastrous effect the loss of the fortress
would have upon Russia, in conjunction with
the Chinese agitation and the diminution of
Russia's prestige, General Kuropatkin was
advised to try to deliver Port Arthur, provid-
ing that he acted with the utmost caution."

LOCAL COLOUR.

Evidences are not wanting to show that the
inhabitants of Kobe are sparing no efforts in
order that the soldiers may be entertained
loyally and liberally. From the foreigner's
standpoint, says the *Kobe Chronicle*, the manner
in which all sections of the community have
laid themselves out to give their visitors every-
thing of the best evokes cordial admiration.
Not only the best rooms, the best *fyatso*, and the
best food are provided most ungrudgingly, but
in many houses those decorations which are
only seen at New Year's time have been
brought out in honour of the khaki-clad visitors,
while myriads of flags and lanterns festoon the
streets, the cost being defrayed by the inhabi-
tants of the immediate neighbourhood. An
unselfish and kindly atmosphere pervades the
whole of the arrangements made, and the
soldiers evidently appreciate the liberality shown.
The behaviour of the men is exemplary, and so far
as our observation goes there has been not the
slightest disorder of any kind.

CAPT. TROUBRIDGE.

The following characteristic letter appeared
in the Home paper named:—

TO THE EDITOR OF THE "STANDARD."

Sir,—In *The Standard* of the 4th instant a
report from the New York Correspondent of a
London paper is telegraphed from St. Peters-
burg, in which it is stated that:—"Captain
Troubridge is responsible for Admiral Togo's
successes, having planned the night attack on
Port Arthur, and being present at it in person."

In view of the possibility that misunderstanding
may be caused by this statement to remain
uncontradicted, I shall be under an obligation
to you if you will mention in your next issue
that I was not responsible for Admiral Togo's
successes; that I did not plan the night attack
on Port Arthur; and that I was not present at
it in person.

I am, Sir, your obedient servant,
E. T. TROUBRIDGE, Captain and late
Naval Attaché at Tokyo.

1, Durham-place, S.W., June 7.

ORPHEUM COMEDY CO.

The Orpheum Comedy Co. last evening
made their second appearance at the City Hall.
Owing to the heat the audience was not so large
as the performance justified, but theatrical
companies visiting Hongkong in summer can
hardly expect "bumper" houses. After an
overture Miss Hattie Fuller sang with a
sweet voice of remarkably high register,
and considerable expression. Mr. Jim Morris,
figuring on the programme as a "back and
wing" dancer, gave a comic song and was
called back. Miss Lyla Thompson rendered "My Last
Night Out," a rollicking song with which,
having a slight cold, she could not do
herself full justice. Mr. G. Victor Loydall
was much appreciated as a comic songster
(he is really funny); and Miss Bishop, who
possesses an agreeable voice, was admirable in
a chorus *du temps jadis*. "A Picaresque Johnny
with a little glass eye," which was well received.
Tina Howard, the funny little man, did com-
plete justice to his title, his "Bovary Boy"
and whistling song being amongst the best
items on the programme. Messrs. Rockley and
Morris concluded the first part with the topical
duet "Did you speak?" As an encore they
gave a very good burlesque boxing act.

In the second part Miss Lyla Thompson
sang "Cowrie," and part of the audience joined
in the chorus. Mr. All. Rockley was very
good in a "scub" parody on "Good old
summer time." Miss Hattie Fuller, as a
Spanish Senora, gave a very good dancing
exhibition. Mr. Leonard Nelson, with a capital
"make-up," rendered a somewhat tedious comic
song entitled "Poor, Proud and Particular,"
for which he was encored. Miss Violet Bishop
rendered "Skyline" in good style, but she created
a far better impression with her serio-comic
song in the first part. A really good per-
formance, deserving great praise and much ap-
plause, terminated with "Patsy's Manoeuvres,"
an original farce by Miss Helen Collins and
G. Victor Loydall.

LOCAL SPORT.

WATER POLO ASSOCIATION.

The Hongkong Water Polo Association held
their annual meeting last evening at the
Victoria Recreation Club Kewloon. There were
present Messrs. T. Meek (chairman), H. C.
Austen, A. E. Alves, R. C. Wicheil, J. Hance,
Sergeant Coomes (representing the R.G.A.), and
Mr. A. Humphreys (secretary).

It was explained that the meeting had been
called to make arrangements for this season's
competition. The first question was to decide
whether or not the competition was to be under
League rules or a "knock-out."

Mr. WICHEIL thought that "knock-out"
would be best. The League system took a very
long time.

The CHAIRMAN said that he, also, was in
favour of the "knock-out." Last season eight
games were played practically after the
Shield had been won. The competition
lost interest somewhat when carried on in this
way. It was even hard to get time-keepers,
and then again many games last year had to be
played at low water.

Mr. AUSTEN said that on behalf of the Club
he thought the "knock-out" was preferable;
it would incur less expense.

It was unanimously agreed that the contest
be a "knock-out."

The CHAIRMAN: The next business is to
decide when the entries close.

The SECRETARY proposed that the date be
fixed at the 25th inst., that would leave plenty
of time to make arrangements for commencing
play in the beginning of August.

This was agreed to.

The CHAIRMAN said that after paying for
last year's gold medals there was a balance of \$1.
The meeting then closed.

TRADE IN MAY.

It appears from the Board of Trade returns
that with regard to the details of our trade with
the Far East there was last month a very
considerable decrease in the export of cotton
yarn and twist to China, Japan, and the Straits
Settlements, the figures for China being 18,000
lbs., against 46,100 lbs., and for Japan 1,500
lbs., against 54,600 lbs. last year. For the five
months also there is a large shrinkage all round.
Taking the total trade in all kinds of piece
goods, shrinkages are shown by China, Japan,
the Philippine Islands and the Straits Settle-
ments, the Dutch East Indies alone showing
any increase. For the five months there is
again a shrinkage all round, none of the coun-
tries mentioned showing increases. The export
of linen manufactures to the Philippine Islands
shows a satisfactory increase for the month, but
there is still a considerable falling off in the
figures for the longer period. The shipments of
woollen tissues to China show an increase for
both periods, but a decrease for Japan. In
worsted tissues the same remarks apply. In
regard to metals there was a falling-off in the
quantity of mixed and yellow metal shipped to
China both for the month and five months,
whereas the value of textile machinery and
millwork sent to both China and Japan shows
satisfactory increases. Larger quantities of old
iron and steel for re-manufacture were shipped
to China during both periods, whilst that
country also took an increased quantity of lead.
The quantity of lead exported to Japan shows a
decrease for both periods. Turning to imports we
find that a much larger quantity of tea came
from China last month, the figures being 241,740 lbs.,
against 47,362 lbs. last year; for the five months also
there is a considerable increase, the figures being
5,152,108 lbs., against 3,966,818 lbs. last year.
Silk shipments from China show good increases
both for the month and five months, but there
were none from Japan. Shipments of hemp
from the Philippine Islands were larger for
the month by some 4,700 tons, and for the
longer period by some 13,000 tons. From the
Straits Settlements increased quantities of tin
were shipped during both periods.

PARIS LETTER.

PARIS, 10th June.

PARISIANS AND PORT ARTHUR.

That most dramatic military event of modern times, the fall of Port Arthur, considered imminent by everyone here, is expected momentarily with breathless interest. Not even a miracle could save its capture; the incessant shelling of the Japanese, the reduced straits of the unfortunate Russian garrison, the want of food and coal, and lack of ammunition, are so many overwhelming odds against which the Russians, however brave they may be, cannot expect to overcome. That the Russians intend to die game, and display extraordinary courage up to the last minute, is evident; not the less, were they to surrender, as they must sooner or later, many lives might be spared on both sides. The garrison must be torn out by this time; the demoralizing fire of the Japanese fleet and army of the last few days help to make the way less difficult for the victorious Japs, previous to final assault. The French cannot help feeling sorry for the Russians, whose dilemma forms the chief topic of conversation of boulevardiers. Kuropatkin is still the same brave man as ever, but, clever as he is, he cannot do the impossible. He is credited with having done all that patriotism required of him as far as making an attempt—and a bold one too—at relieving Port Arthur. Willing as he was to carry out the Tsar's orders in this respect, fate ruled otherwise; to advance southwards towards Port Arthur without 100,000 men at least meant certain death. Besides, he could not spare so many men without destroying all his plans of defence further north. The sooner he realizes the painful fact that Port Arthur cannot be saved, and that its fall implies a shattering blow to Russian prestige throughout the Far East, the sooner his mind will be at rest. What has Russia gained by flinging Port Arthur from Japan by a diplomatic trick, when the fortress belonged by rights to the Japanese, as the fruits of their victory over the Celestials? History repeats itself.

A BRITISH OFFICER AND HIS CAMERA.

Colonel Smith Gordon, the British artillery officer who is now on parole, after being arrested as a spy in the west of France, has indeed every cause to regret the ill wind that blew him into this part of the country. Why he was detained so long in prison, when there was absolutely no proof whatsoever of his having acted as a spy, has yet to be explained. The colonel owes his release to Captain Nye, the British Consul at Lorient, who as soon as he heard of his arrest, proceeded to Lorient, and called on the Procureur of the Republic, the Juge d'Instruction, and the Colonel's barrister, with whom he had a long talk, and used his influence to convince these gentlemen that the charges against Col. Gordon were decidedly of a trumped-up character. The Colonel is now a free man, but cannot yet return to England, as he is still a prisoner on parole according to French law. This means that he has given his word of honour that he will reside at the Hotel de France, Lorient, where he is staying actually, until his case has been fully investigated, and a decision arrived at. He was released from prison on telegraphic instructions from Paris. There is no doubt that the whole regrettable business is the consequence of a mistake. The Colonel, who is a tall, distinguished-looking man with grey hair and moustache, attributes his trouble to his camera. Being very fond of taking snapshots, like thousands of other people, he took photographs of interesting objects across which he came while on the Continent. It was while he was snapshotting forts and batteries that he was pounced upon and arrested as a spy. He was treated as such during three weeks, and suffered considerably. His position is still an intolerable one; but being an innocent in the eyes of his countrymen is alone a source of great consolation to him. The painful affair is being settled between the French and English Governments in quite a friendly manner.

RAINS AND FLOODS.

Storms and terrible ones into the bargain—have been the order of the day in France for some weeks, causing widespread destruction, and killing many people. Not for many years has such a storm been experienced as that which destroyed Manners last Tuesday. The latter is but a small place of 7,000 inhabitants, and situated in the department of the Sarthe. About two o'clock in the afternoon, the town—which is now a mass of ruins—was visited by an extraordinarily violent orange rain falling incessantly. As the storm increased, the small river the Dive rose rapidly. The bursting of a dam wall situated just above the town transformed what at ordinary times would be a stream not more than six feet wide and thirty inches deep into a raging torrent, spreading out to a width of 130 yards in the space of a few minutes, carrying everything before it. Thrilling incidents followed, as well as gallant rescues. Houses, trees, horses, carts, and cattle were swept away with lightning rapidity, before anybody could rescue them. A great windmill had been carried away bodily from its position, and did considerable damage as it went bumping through the whole of Manners, nearly a mile in length. The roof of the college, the hospital and the almshouses were torn off, the railway line was washed up, and a mass of timber in a timber-yard was swept four miles away. The rise of the river was so terribly sudden that many persons had no time to escape, several being drowned in their houses. Heartrending scenes occurred in the almshouses and hospitals, where, in spite of every effort made to save the aged and infirm, many were drowned in their beds. Civilians and soldiers displayed wonderful courage in their attempts at rescue. Had it not been for them quite two hundred lives would have been lost. As it was, some thirty persons were killed, the damage done being estimated at 1½ millions

of francs. Other parts of France have suffered likewise from the effects of storms. At Chartres hailstones as large as small eggs fell during several hours last Thursday, these being followed by thunder and lightning which set buildings on fire, and killed several persons. Exceedingly bad weather is also reported from Calais and Nantes, the north and west of France suffering the most. Young vines have been completely ruined. Farmers have appealed to the Government for help in consequence.

KING EDWARD'S VISIT TO THE KAISER.

Great political importance is attached to the approaching visit of King Edward to his nephew the German Emperor. No end of conjectures are indulged in by *habitués* of cafés. The Paris newspapers have indulged in speculations as regards the meeting, and French politicians are discussing its probable result. The Nationalists are usual very pessimistic about the whole affair, and are only too glad to have been afforded such a golden opportunity for once more running down *Papale Albion*. They prophesy an Anglo-German arrangement, forgetful of the fact that Englishmen are by no means enthusiastic about any such compact. Parisians, however, do not attach serious importance to such a result as predicted by the Nationalist party. On the contrary, they incline more to the sensible views expressed by such common-sense organs as *Le Temps*, that King Edward has not the slightest intention of spoiling his splendid work of rapprochement between England and France. The recent threatening speeches of the Kaiser have produced a strong impression on irritable Frenchmen, who have the satisfaction of having forestalled Germany in making a friendly agreement with England. Will that be likely the outcome of the visit of the royal uncle to his imperial nephew? Wait and see.

FRONTIER NOTES.

(FROM A CORRESPONDENT.)

RICE.

Notwithstanding the torrential rains which we have had of late, calculated as they were to damage seriously the paddy crops, rice is more plentiful this year all over Szechuan than it has been for several seasons. It is a dispensation of Providence that the crop should have been so plentiful, for much of the ripened grain was washed out of the ear in the floods which filled every valley. The paddy is now being cut and threshed. In the Szechuan market the best winnowed new rice can be got for \$2.30 and the next quality for \$2.20, per picul. Last year at this time it was selling at \$3 per picul.

A CHINESE TRAIT.

An incident occurred lately near Samchun which shows a strange trait in the Chinese character. As many in Hongkong will know, passengers are brought down from the Customs Station in boats to meet the Hongkong launches, the river being too shallow to permit the latter to run up the entire distance. These boats generally start away down the river long before the launch is due, and they make fast to the bank to await its coming. The wait is wearisome enough in all conscience, broiling hot in summer and piercingly cold in winter. But the conditions under which a party of Europeans suffered the other day were very much worse than usual. There was the carcass of a half-grown buffalo sticking in the mud on the bank, all swollen up and decomposed to such an extent that the "huma" was perceptible many yards off. One would have thought the boatmen with their many passengers would have given the stinking carcass a wide berth. But no. They had the whole extent of bank to choose from, and by preference they moored right alongside the dead animal. The Europeans protested, but the boatmen paid no heed to them. The Chinese passengers laughed and joked about the buffalo, and appeared to enjoy the smell greatly in an effluvia treat.

RAINS.

The recent six days' rain made each mountain stream into a roaring torrent, filling up the low-lying valleys with water, making them look like huge lakes. Last Sunday the rains up country must have been very heavy. The tributaries of the Samchun River flowing from the north-west were very much swollen.

FRUIT.

Pineapples are being shipped at Samchun in large quantities. They are cheap and of excellent quality.

WILD ANIMALS.

A species of wolf is sometimes seen in the New Territory and these beasts are often reported having committed depredations upon domestic animals. The other morning a police sergeant saw one of these wolves within 20 yards of his station. He fired a round of buck shot at the animal, which, although severely wounded, managed to escape into the hills. From a village in the New Territory comes another report that one of these wolves descended from the hills in the early morning and carried off a small pig.

HONGKONG VOLUNTEER CORPS.

Corps orders by Major C. G. Pritchard, Commandant and Adjutant.

ARTILLERY COMPANIES.

Parade—At Head Quarters at 5.30 p.m. on Tuesday, 19th instant for 15 Pr. B. L. Gun Drill. C. S. M. Whelan, R.G.A., will attend.

KOWLOON DOCK DETACHMENT.

Parade—At Gun Club Hill at 5.30 p.m. on Tuesday, 19th instant, for 15 Pr. B. L. Gun Drill. Sergt. Bartolome, R.G.A., will attend. Parade—At Kowloon Docks at 5.30 p.m. on Wednesday, 20th July, 1904, for Infantry Drill. Sergt. Turlon, 1st Sherwood Foresters, will attend.

C. G. PRITCHARD, Major.

SUPREME COURT.

Wednesday, 13th July.

IN APPELLATE JURISDICTION.

BEFORE THEIR HONOURS SIR W. M. GOODMAN (CHIEF JUSTICE) AND T. SERCOMBE SMITH (PUNISH JUDGE).

FUNG KAM Y. THE KWONG SANG LOONG AND WONG KWONG SAN.

Mr. M. W. Slade, barrister-at-law (instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, solicitors), appeared on behalf of the appellant and applied for leave to appeal against the decision of Mr. Justice Sercombe Smith in Summary Action No. 824 of 1904, heard on 7th July, on the grounds that such decision was erroneous in point of fact and that under the terms on which the respondent rented the premises situated at Nos. 104 and 106, Station Street, Yauwatt, from the appellant the respondent was liable to make good to the appellant the cost of certain walls and doors removed by the respondent at the commencement of their tenancy.

The facts of the case were that the property had been leased to the appellant by the Crown lessee, and that the appellant had in turn let it to the respondents. The respondents carried on the trade of boiler-making, and for the purpose of their trade they obtained leave from the appellant to remove certain doors and walls in the two houses, with regard to which a special agreement was entered into as follows:—The Kwong Sang Lung Hing Ki has rented the whole premises of Nos. 104 and 106, Station Street, Yauwatt. In future when the firm removes and discontinues to rent the shops all the upper and lower walls and doors must be replaced by them as they were originally before the shop could be treated as taken back. If the landlord takes back the shops to rent them to other persons the said walls and doors need not be repaired. If the laws of the Hongkong Government prohibit the working of the shop the said walls and doors must be replaced by the tenant. This was entered into to prevent future disputes.

Mr. Slade stated that at the time the agreement was entered into it was known that the Government were taking steps to prohibit noisy trades, and for the purposes of providing against loss the agreement was entered into. Some time after the beginning of last year the Crown Lessee received a notice from the Colonial Secretary to the effect that on the premises at Nos. 104 and 106, Station Street, Yauwatt, a noisy trade was being carried on without a licence from the Government, which was in contravention of the convention under which the Crown Lease was issued. Unless such contravention was discontinued before the end of 1904 the Crown would take steps to re-enter the land. The Crown Lessee passed the letter on to the appellant, who in turn handed it to the respondent, at the same time telling him that unless the trade was stopped the Government would cancel the lease for the land. Under those circumstances Mr. Slade submitted that it was for the tenant to replace the doors and walls which he had removed. He submitted the decision of the Punish Judge was wrong, whether in point of fact or in point of law he could not say, but it seemed to him that the action was one of those mixtures of law and fact.

The Chief Justice—What you appeal on is the meaning of the agreement. That is a point of law.

Mr. Slade said it was partly a question of law and partly of fact.

The Chief Justice pointed out that the plaintiff himself had stated that this was a monthly tenancy and had been shown the letter from the Government and told to go. It was quite clear that the landlord had to protect himself and told these people to go because the Crown had given notice that the trade must be stopped. There was a stipulation in the lease that if the lessee carried on a noisy trade he must get a licence from the Crown or else the Government would re-enter. That was a special agreement. It was not the law. The Government wrote in January, 1904, stating that the premises were being used for a noisy trade without a licence from the Government and in contravention of the covenant contained in the Crown lease, and that unless such contravention ceased before 1st December, 1904, the Crown would re-enter upon the premises.

Mr. Slade argued that this agreement was made in anticipation of the exact circumstances which took place. The term "law" used in the agreement would mean an order of the English Government. When the landlord told the tenant that he had to go there was no specific time mentioned by him. There was no legal notice of the contravention at the end of December, because it was given in the middle of the month. The tenant need not have gone at that date; there was no obligation upon him to go then.

The Chief Justice said he took the first section of the agreement to mean that if the tenant gave notice of removal he must repair the premises to the extent to which he had altered the doors and walls. The second section was that if the landlord gave the tenant notice to quit the tenant need not do any repairs. The third section meant that if the law prevented the work being carried on the repairs must be done by the tenant. That might mean either that an Ordinance was passed prohibiting noisy trades or an injunction was taken by some person against the trade being carried on.

Mr. Slade contended that that was putting upon the language of the agreement the most technical construction and obscuring the original meaning. An exact parallel would be for his Lordship to tell him that if he did not stop talking within so many minutes he would be sent to gaol. The contract was that if by any means the British Government took steps to stop the carrying out of a boiler maker's

trade on these premises then the person who had carried out the trade and had done damage to the walls was the person who had to repair the damage he had done.

The Chief Justice said he did not feel any difficulty about this matter, therefore he would give his reasons at once. He did not think leave to appeal should be given unless some *prima facie* case was made out. In this case the matter had been very well put by Mr. Slade and put as fairly and fully as possible. In August, 1901, the defendants in the Court below became tenants of certain premises which they wanted to use for boiler-making purposes. This was a noisy trade and it required premises adapted to the work. The tenants went in and they made some holes in the walls to suit their work. The tenancy was monthly—oral, not written—and it was stipulated what was to happen as regards repairs. Here were three clauses. The first stipulated that if the tenants removed the premises must be replaced as they were originally. That provided that if the tenants suddenly abandoned the premises they had to repair the walls and the doors. If the landlord took back the shops and rented them to other persons the walls and doors need not be repaired, which he thought, meant that if the landlord determined the tenancy the tenant need not do the repairs. There was then the third provision which he could only take in the words of the translation furnished by the plaintiff in the Court below. This was to the effect that if the laws of the English Government prohibited the people from working in these shops then the walls and doors must be replaced as they originally were. It was admitted that the carrying on of a boiler-making trade was a noisy trade and might be a nuisance and probably would be unless carried on in some place suitable for it. There had been complaints apparently, and the Government decided to put a stop to some of these noisy trades. They did not seem to want to proceed harshly, for they gave two years' notice to the people beforehand so that they might look out for suitable premises. On 1st December, 1902, the Government gave notice to the Crown lessee in this case that a noisy trade was being carried on in the premises of which he was the registered owner, without a licence and in contravention of the laws of the land and of the covenant contained in the Crown lease; and that unless such contravention ceased before 1st December, 1904, the Crown would proceed to re-enter upon the premises pursuant to the conditions of the Crown lease. The letter containing this notice was handed by the Crown lessee to the sub-lessee, the landlord in this case, who went to the tenant, showed it to him and told him to go. His Lordship could not conceive anything much more clear than that intimation to go. It was a notice to quit, not through any desire on the part of the landlord to get rid of the tenant, but because he did not want to endanger his Crown lease. His lease was not endangered by the law of the land but by the special covenant which he had entered into in that lease. Therefore it did not seem to his Lordship that the law of the land, the law of English Government, stopped these people from working. Indeed the law of the English Government in its broadest interpretation did not stop them from working several months later. Therefore instead of waiting until that law stopped them from working, the lessee, as soon as he got this letter, went and saw the tenant and said he had to go. The tenant looked about for new premises. He paid his rent up to the end of the month, although he had gone in the middle of the month. Plaintiff claimed \$987, being \$192 for four months' rent and the balance for breach of contract to put the premises into repair. Was there such a breach of contract? He thought that if a person had come down and got an injunction against him under the ordinary law the tenant would have had to do the repairs. If an Ordinance had been passed saying that within a certain radius no boiler-making establishments could be carried on, under those circumstances the law of the British Government would have stepped in and he would have had to repair. Neither of these things happened. He was told to go, the reason being that the landlord is afraid that if he does not comply with the law, his Crown lease would be endangered. His Lordship thought that leave to appeal should be granted. If leave were granted he was of opinion that the appeal would be dismissed, even if no one appeared on the other side.

The Puisse Judge concurred.

POLICE COURT.

Wednesday, 13th July.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

INDIANS IN TROUBLE.

Three Indians, Jhangir Khan and Azim Khan, of the New Victoria Hotel, and Noor Hosien, of the King Edward Hotel, were charged with assaulting a countryman. The two former were discharged, and the latter was fined \$5 or 14 days' imprisonment.

During the hearing of the case Mr. Samuel, the Court interpreter, asked Jhangir Khan if he had any questions to ask. The latter replied "Chup reo," meaning, in Hindustani, "Shut up." The man was remanded on a charge of contempt of court.

ASSAULT.

An old offender named O'Brien was charged with assaulting a constable. He was fined \$15 or one month's imprisonment.

STOWAWAYS.

Three Chinamen charged with stowing away on a steamer, and thereby getting a passage from Singapore to Hongkong, were fined \$25 or one month's imprisonment.

Mr. Haynes, manager of the Hongkong Hotel, charged Dominik, chief boson of the U. S. S. *Salace*, with stealing a biscuit box valued at \$15. Two bar boys gave evidence. An officer of the

KODAKS! KODAKS!! KODAKS!!!

AND PHOTO GOODS OF EVERY DESCRIPTION.

We have an Establishment solely devoted to

DEVELOPING AND PRINTING

for Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING & CO.,

17A, QUEEN'S ROAD CENTRAL

(Few Doors East of Hongkong Hotel)

NERNST

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

EDM. JOHANNSEN

OR SIEMSEN & CO.

THE LAHMEYER ELECTRICAL CO. LD.

LONDON

ELECTRICITÄT'S ACTIEN GESELLSCHAFT FORM.

W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION Apply to—

SIEMSEN & CO., SOLE AGENTS FOR CHINA.

Steamer spoke on behalf of the defendant, who had been a man of good character for 12 years in the U.S. Navy. He had, moreover, a wife and children. Mr. Gomperitz sentenced the man to 14 days' hard labour.

THEFT FROM A STEAMER.

Three Chinese were charged with stealing nine ingots of copper, valued at \$60, property of Messrs. Butterfield & Swire, from the s.s. *Zuigen*. The captain gave evidence that after unloading his vessel nine ingots were found missing. The steward had seen a man going along the deck with a bag. He went towards him, but the man rushed to the gangway and got away with his boat. The defendants were arrested by Inspector Langley.

One of them was sentenced to one month's imprisonment and six hours' stocks and the other two were sentenced to two months' imprisonment and six hours' stocks.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

NO OPTION OF A FINE.

A Chinaman was charged with unlawful possession of opium. He was an informer who, it was believed, had a habit of putting opium in other people's houses and then giving information against them. He was sentenced to three months' hard labour and six hours' stocks without the option of a fine.

EMBEZZLEMENT.

Chun Chuk Yen, a Chinese youth in the employ of the Osaka Shosen Kaisha, was charged with embezzlement of \$1,375.50. Mr. P. W. Gokring, solicitor, of Mr. John Hastings' office, prosecuted, and Mr. E. J. Grist, solicitor, of Messrs. Wilkinson and Grist, appeared for the defence. The defendant pleaded guilty.

Evidence showed that the young man had been in the habit of collecting money owing to the Osaka Shosen Kaisha from the Sperry Flour Co. on his own account, and giving receipts for it on Osaka Shosen Kaisha bill forms.

The case was remanded.

THE CHIT SYSTEM.

On various occasions we (*Kobe Chronicle*) have referred to the evils arising from the system which has grown up with foreign influence in the Far East, that of signing chits for anything and everything. Some months ago it was stated that a certain hotel in Shanghai had decided to abolish the credit system, and that in future all purchases would have to be defrayed "cash down."

Whether the scheme was ever given a fair trial we are unable to say. If it was tried, it was evidently speedily abandoned, for from all accounts chits are signed as freely as ever in Shanghai, as in all parts of the Far East. Unlimited credit is the happy-go-lucky way of the East, and it is not confined to any particular section of the Orient. It is quite as permissible for a lady doing her shopping to sign a chit for goods purchased as for an impecunious clerk to languidly scrawl his signature over the familiar paper tablet oblivious of the fact that there are many chits that have remained unpaid for months past and that I.O.U.'s bearing the self-same signature are planted in various parts of the town. Like many other Far Eastern luxuries which the average alien does not indulge in at home, the chit system is an undoubted convenience, and one without which the East would indeed seem strange. As we have said on previous occasions, the principle of unlimited credit, whether by the chit system or any other, is an evil which the foreign residents of the Far East would be infinitely better without, and any movement which tends towards reform in this matter deserves encouragement. Of that institution known as the Young Men's Christian Association we know very little, but it is eminently satisfactory to note that at the opening of some new rooms in connection with the Hongkong branch recently it was urged that the institution should be conducted on the ready money system.

MACNIVEN & CAMERON'S "J" PENS. are by special device manufactured the smoothest and most reliable J nibs to be obtained anywhere. Black J. Gilt J. Big J. In 6d. and 1s. boxes, at all Stationers, WATKIN'S WORKS, EDINBURGH. 1402-4

SHANGHAI JUSTICE IN A HURRY.

A somewhat sensational incident took place on the Bund yesterday morning. Sir Hiram S. Wilkinson, H.B.M.'s Chief Justice, was driving along the Bund en route to the Consulate when his carriage had a slight collision with another. The mafio hacked the vehicle to free it, and in doing so either upset, or frightened the coolie so much that he upset, a ricksha containing a foreigner, Frederick Penfold. Penfold was so enraged at this that he leapt into Sir Hiram's carriage and hit the mafio on the back of his head. Sir Hiram sat Penfold down in the carriage and drove straight to the British Consulate, where he tried him in the Police Court and fined him \$5 and costs. The whole affair from start to finish did not occupy more than five minutes.

The foregoing is taken from the *N. C. Daily News* of the 7th inst., and assuming, as we may safely do, that the facts were as represented, there are one or two obvious conclusions to be drawn. The first is that there was no need for such unseemly haste. Mr. Penfold did wrong, of course, but most men will make some allowance for the irritation naturally produced by his ricksha being upset. It appears to us very much as if some of the same human irritability had penetrated the judicial breast. There does not seem to have been anything unjust or disproportionate about the penalty; but we are accustomed to more deliberation in the march of British justice. And surely, since it was a Police Court case, the functions of judge, prosecutor, and, presumably, witness, need not have been combined in one person?



TRADE MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building)

Hongkong 18th, February 1949

ROBINSON PIANO Co. LD.

UPRIGHT IRON GRANDS

MANUFACTURED BY US

ARE TO BE

ABSOLUTELY DEPENDENT ON

THERE IS NO PIANO SO WELL

ADAPTED TO STAND THE

HONGKONG CLIMATE.

THE MATERIAL IS OF THE BEST

AND THOROUGHLY

SEASONED IN THE COLONY.

WE GUARANTEE THEM FULLY

PRICES \$400: Upwards.

ONLY 5 FEET LONG.

Hongkong, 8th June, 1904. [1409]

AMOY ENGINEERING CO., LD. AMOY

CALL FLAG E.

REPAIR WORK to Steamers and
Launches. Castings in Brass and Iron.
Moderate charges. Work solicited.J. D. EDWARDS,
Manager.

Amoy, 3rd December, 1903. [1450]

A. LING & CO.,
FURNITURE STORE.PLATED GLASS AND CROCKERY
WARE, &c., &c., and FOOCHOW
LACQUERED WARE.68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903.DAVID CORSAIR SON'S
MERCHANT NAVYNAVY BOILED
ONG FLAX
RELIANCE CROWN
TARPAULINGARNHOLD, KARBURG & CO.
Sole Agents.THE AMERICAN SYSTEM
OF
DENTISTRY

DR. M. H. CHAUN.

37, DES VŒUX ROAD CENTRAL, HONGKONG

From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904. [64]VISITORS TO CANTON
Should purchase"FROM HONGKONG TO CANTON
BY THE PEARL RIVER."BY
CAPTAIN C. V. LLOYD (S.S. "HANKOW")

With Illustrations, Maps and Plans.

Price \$1.00

On Sale at:
Hongkong: "Daily Press" Office.

Messrs. KELLY & WALSH.

Messrs. W. BRUNN & CO.

Canton: Messrs. A. S. WATSON & CO.

Hongkong, 4th October, 1903. [28]

AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES.

FIRING 10 SHOTS IN 2 SECONDS.

SIEMSEN & CO.

Hongkong, 3rd October, 1900.

BOARD AND RESIDENCE

"TANG YUEN."

BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine
and Accommodation.Apply: MANAGERESS,
Macdonnell Roador
FAIRALL & CO., Queen's Road

Hongkong, 2nd March, 1903. [71]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD."

27, CAINE ROAD.

Hongkong, 19th March, 1904. [78]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED

ROOMS, with Board.

Apply to Mrs. MATHER,

2, Pedder's Hill.

Hongkong, 1st January, 1902.

PUBLIC COMPANIES

TEBRAU PLANTING COMPANY,
LIMITED.

NOTICE IS HEREBY GIVEN that the EIGHTH GENERAL MEETING of SHAREHOLDERS in the above Company will be held in the COMPANY'S OFFICES, Alexandra Buildings, Des Vœux Road, THIS DAY (THURSDAY), 14th day of JULY, 1904, at Noon, for the purpose of receiving the Report of the General Managers together with a statement of accounts for the year ending 30th April, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from 11th to the 25th JULY inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 5th July, 1904. [1650]

THE HONGKONG ELECTRIC
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FIFTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICES, No. 4, Queen's Buildings, on SATURDAY, the 16th JULY, at 12.30 p.m., for the purpose of presenting the Report of the Directors, together with a statement of accounts to 30th April, 1904, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 15th JULY, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 30th June, 1904. [1604]

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of Six Dollars per Share for six months ending June 30th, 1904, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 12th July, 1904. [1705]

THE WEST POINT BUILDING
COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and a Half per Share for six months ending 30th June, 1904, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 12th July, 1904. [1706]

THE HONGKONG LAND INVESTMENT AND
AGENCY COMPANY, LIMITED.

General Agents for
THE WEST POINT BUILDING CO., LD.
Hongkong, 12th July, 1904.

[1706]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent, or \$11 a share.

Each Registered Shareholder on the 23rd day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$900,000, divided into 90,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 22nd June, 1904. [1546]

BUDWEISER
BEER

EXTRA PALE LAGER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING
ASSOCIATION, ST. LOUIS.

TRADE IN OTHER MARKS
QUALITY

This Beer is brewed of best Saaz Hop and
finest Barley Malt only, and warranted not to
contain Chemicals in any form.

The Beer is sterilized after being bottled, and
full mature age insures its fine condition in any
climate. Beautifully bright, seductively sparkling,
and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.

Hongkong 25th July, 1903.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on
sale daily at Mr. H. BUTTONE'S
KOWLOON STORE, No. 36, Elgin Road.
Price 15 cents per copy cash.

Hongkong, 22nd December, 1902.

INDO-CHINA STEAM
NAVIGATION CO.

The twenty-third ordinary general meeting of the Indo-China Steam Navigation Company, (Ltd.) was held on 7th instant at the offices of the company, 29, Cornhill, E.C. Mr. W. Kewick, M.P. (chairman) presided. The Secretary (Mr. A. G. Wells) having read the notice convening the meeting, and the auditors' report, the CHAIRMAN said:—

Gentlemen, the report that you have in your hands briefly, but I think clearly, states the course of events during the past year. I have just refreshed my memory by looking at what was said last year when we met, and if I had to enlarge upon what the report contains I would only repeat in a great measure what was then said. The year was one of depression throughout the world for shipping, and in China there was no exception to that condition.

From almost the beginning competition was extremely keen and the amount of freight less than usual. Considerable financial pressure in China, limited the amount of business done by the natives, and for that limited business there was an excessive amount of tonnage available.

The consequence has been that for last year we had very considerably reduced earnings. We were fortunate enough to escape any serious loss in the underwriting account, and that fact, combined with a reduction in the amount of risk covered, has enabled us to transfer a considerable sum from it to increase revenue account and provide sufficient to entirely meet what we have never neglected since the company began—an ample amount for depreciation of the fleet, and touching upon that point, I will allude to the fact that from the very beginning of this company's history, it has made full provision in every year for the proper upkeep of the steamers. The overhaul is of a very thorough character, and everything required to keep the fleet in a first-class condition has been provided. (Applause). We do so because we desire to avoid deterioration, and do want absolute efficiency. This we have secured. (Applause). I think that is about all I need say with regard to last year. I am pleased to say that this year we have begun better—not in the first month, but in subsequent months of the year up to date, the earnings of the Fleet promise improvement. How long such a condition of things will last it is impossible to forecast, but in China, when there has been a period of depression, it is followed usually by a period of greater activity, and I hope that this season will prove no exception. We have sold out of the Fleet two steamers which were getting rather out of date, and you will have observed in the Report that we have added five new steamers. It is our intention, as circumstances demand additional vessels, to reinforce our fleet with the most modern steamers, to keep pace with the requirements of trade. It is most important in the great traffic that we participate in, that we should be able to meet our customers' requirements fully. The transfer that we have made enables us to propose to you the payment of a dividend of 5 per cent, free of income tax. That dividend will absorb the sum of £24,794 10s., and leave to be carried forward into the present year a balance of £5,853 6s. 8d. I think, gentlemen, you will agree with me that, considering the year we have passed through, the account which we present to you with which we should be satisfied. I beg to move the adoption of the report.

Mr. W. PATTERSON seconded.

Dr. DIVERS: I should like to ask two questions. One question is, what is meant by "Cover has been provided"? Does that mean outside insurance, so as to lighten the loss to our underwriting account should there be a total loss of a steamer? And the other question is, whether, as a matter of fact, we did not carry on the business last year at a loss, and whether we pay the dividend only by the transfer from underwriting account.

The CHAIRMAN: The "cover" alluded to was insurance effected and paid for, and the transfer from underwriting account was, as stated in the report, appropriated to provide, together with the earnings of the year, for full depreciation, and the payment of the proposed dividend.

The resolution was then put and carried unanimously.

The CHAIRMAN: The next resolution is:—That a dividend of five per cent, as recommended in the report, be and is hereby declared, payable on the 8th inst.—that is to-morrow.

Sir EDWARD F. ALFORD: I beg to second that resolution, and I would also say, from a long experience of this company, that the grounds upon which we have declared a five per cent, dividend are, in my opinion, not only perfectly justifiable, but due to the shareholders.

Carried unanimously.

Mr. PATTERSON: The third resolution, which I propose, is, "That the director, Sir Edward F. Alford, be re-elected."—Mr. H. BEAZLY seconded. Carried unanimously.

Mr. SAYERS: I have pleasure in proposing, "That Messrs. Turquand, Youngs & Co. be re-elected as auditors of this company."—Mr. R. H. BENDER seconded. Carried *nem. con.*

BELL'S ASBESTOS EASTERN
AGENCY, LIMITED.

NINTH ANNUAL REPORT.

In London, on the 21st ult, the directors presented the report and accounts, to the 31st December, 1903, showing a profit of £797 13s. 10d.

To this has to be added the sum of £350, carried forward from the last account, making a total of £1,147 13s. 10d.

This amount the directors recommended should be allocated as follows: To pay £500 off the debenture bond to write £300 off "Purchase of trading rights," being 10 per cent. of that sum, to pay a dividend of 4 per cent. for the year, free of income tax, absorbing £185 10s., and to

carry forward £161 14s. 10d. to the next account.

Mr. A. G. Anger retired by rotation, and, being eligible, offered himself for re-election.

Mr. John Cooper, the Company's auditor, also retired, and offered himself for re-appointment.

The accounts are as follows:—
PROFIT AND LOSS ACCOUNT
for the year ending 31st December, 1903.

To trade expenses £ 4 10 0
To London office expenses 187 3 7
To directors' fees, 1903 £250 0 0
To dividends 2 10 0
By balance brought from last account 252 10 0
By discount interest 185 6 9
By income tax 13 7 6
By advertisements 38 3 9
By depreciation on furniture 2 0 0
To balance, net profit 1,147 13 10
£1,878 3 10

Cr.
By balance brought from last account 359 0 0
By discounts &c 256 6 2
By commission 185 0 11
By transfer fees 1 0 0
By profit on trading 1,112 16 0
£1,878 3 10

Cr.
By cash at bank and in hand:—
At London and branches £531 5 4
By London assets 36 17 3
Office furniture 21 1 0
By Hongkong agency assets:—
Furniture 33 14 9
Steam launch 514 0 11
Sundry debtors 365 7 10
Stock 2,621 16 6
£3,535 0 0

By Singapore agency assets:—
Furniture 38 18 4
Sundry debtors 1,302 12 9
Stock 23 17 2
Stock on consignment 523 9 11
£4,555 18 9

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

By goods in transit 282 6 0
By consignment sales 79 2 0
By purchase of trading rights 3,093 0 0
By goods on consignment 53 15 8
£12,335 11 4

THE CIGARETTES OF THE
FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.

ALEXANDRIA & CAIRO, EGYPT.

FINEST EGYPTIAN CIGARETTES.

TRADE MARK.

LOTUS.

Large Size \$5.00 per 100

Gold Tipped Medium Size

\$3.75 per 100

ZAFAR.

Large Size \$1.60 per 100

Medium Size \$4.25

KARIM.

Large Size \$3.75 per 100

Medium Size \$3.50

THAHIT.

Large Size \$3.00 per 100

Medium \$2.75 per 100

SOLE AGENTS FOR HONGKONG:

SHIPPING.

ARRIVALS.
BORNEO, German str., 13th, E. Mahle, 13th July, Sandakan 7th July, General, Melchers & Co.
CARL DREIBACH, German str., 7th, H. Schickler, 13th July, Haiphong and Hoihow 12th July, General, Melchers & Co.
DREIBACH, British str., 13th, H. Schickler, 13th July, Haiphong and Hoihow 12th July, General, Melchers & Co.
FOYER, British str., 13th, P. Page, R.N.S., 13th July, Kutchinotzu 7th July, Coal, Mitsui Bussan Kaisha
GIANG BEG, British str., 13th, A. Dunlop, 13th July, Java and Sumatra 29th June, Sugar and Cotton, Chinese
HAILOONG, British str., 7th, Gibson, 13th July, Swatow 12th July, General, Douglas Lapaik & Co.
HONGKONG, British str., 13th, J. M. Hay, 13th July, Sourabaya 4th July, Sugar, J. M. Hay & Co.
NINGPO, British str., 13th, E. E. 13th July, Chinkiang 8th July, General, Butterfield & Swire
OVID, British str., 13th, C. C. 13th July, Moji 8th July, Coal, M. B. Knisha
PERLA, British str., 13th, A. H. Netley, 13th July, Saigon 9th July, Rice and Flour, Shewan, Tomes & Co.
SISHAN, British str., 13th, A. Jones, 13th July, Iloilo 8th July, Sugar and Sapan Wood, Bradley & Co.
SUNSHINE, British str., 13th, John Robinson, 13th July, Cebu 9th July, Ballast, Butterfield & Swire.

CLEARANCES.
At the Harbour Master's Office.
13th July.
Jokang, British str., for Bangkok
Sinhgpa, Dutch str., for Hongay
Tyr, Norwegian str., for Hongay.

DEPARTURES.
13th July.
THOR, German gauboot, for Amoy.
AN PHO, British str., for Saigon.
EMPEROR OF JAPAN, British str., for Vancouver.
FEICHIANG, Chinese str., for Shanghai.
KARIN, Swedish str., for Bangkok.
MACHEV, German str., for Canton.
NINGPO, British str., for Canton.
RAABER, German str., for Bangkok.
TAIWAN, British str., for Kobe.
TAMING, British str., for Manila.
TRITON, German str., for Swatow.

VESSELS IN DOCK. 13th July.
ANDERSEN DOCK—U.S.S. S. Pathfinder, U.S.S. General Albat, U.S.S. Helene, Stanley, Iloilo, S.S. Ounang, Dagupan.
COSMOPOLITAN DOCK—Macquarie.

VESSELS ON THE BERTH.
ALTERATION.
DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship.

"HAILOONG."
Captain Gibson, will be despatched for the above ports TO-MORROW, the 14th inst., at 11 A.M.
For Freight or Passage, apply to
DOUGLAS LAPAIK & CO.,
General Managers.
Hongkong, 12th July, 1904. [170]

"BEN" LINE OF STEAMERS.
FOR MARSEILLES, LONDON AND ANTWERP.
THE Steamship
"BENARTY."
Captain Sarchet, will be despatched as above on the 15th July.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 25th June, 1904. [1575]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S.
INTERMEDIATE LINE.
The New and Well-Appointed Twin Screw S.S. "SARDINIA."
6,574 Tons, will be despatched for LONDON DIRECT on or about 21st July.
Has excellent accommodation for FIRST & SECOND SALOON Passengers at moderate rates.
To be followed by the Steamship "BORNEO."
4,573 Tons, about 18th August.
For further Particulars, apply to
F. A. HEWETT,
Superintendent.
Hongkong, 24th June, 1904. [1663]

HONGKONG-CANTON LINE.
THE British steamship
"YING KING."
Captain E. J. Page, of 1888 Tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.
1st Class ... \$3.00 for Single Journey.
2nd ... 1.50
3rd ... 1.00 each.
The steamer's wharf is at the Western end of Wing Lok Street.
YUKON S.S. CO., LD.
No. 216, Wing Lok Street.
Hongkong, 27th February, 1904. [175]

HONGKONG-MACAO LINE.
S.S. "WING CHAI."
Captain Samuel Bell Smith.
DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 A.M.
FARE—(week days) 1st Class (including cabin and servant), \$1. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including 2nd and 3rd Class either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
Wharf at the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip Every Sunday, and takes only 3 1/2 hours to reach Macao.
MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong 8th September, 1903.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via Ports of Call	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	16th inst. at Noon.
LONDON, AMSTERDAM & ANTWERP	KINTUCK	Brit. str.	G. G. Talbot	BUTTERFIELD & SWIRE	19th inst.
LONDON & ANTWERP, via SINGAPORE &c.	SARDINIA	Brit. str.	C. G. Talbot	P. & O. S. N. Co.	About 22nd inst.
LONDON, AMSTERDAM & ANTWERP	KERMUN	Brit. str.	...	BUTTERFIELD & SWIRE	2nd Aug.
LONDON, AMSTERDAM & ANTWERP	MOYUNE	Brit. str.	...	BUTTERFIELD & SWIRE	16th Aug.
LONDON, AMSTERDAM & ANTWERP	PELEUS	Brit. str.	...	BUTTERFIELD & SWIRE	30th Aug.
LONDON, AMSTERDAM & ANTWERP	CLAUCUS	Brit. str.	...	BUTTERFIELD & SWIRE	15th Sept.
MARSEILLES, LONDON & ANTWERP	BENARTY	Brit. str.	Sarchet	GIBB, LIVINGSTON & CO.	15th inst.
MARSEILLES & LONDON, via S'PORE, &c.	BUCENTAU	Jap. str.	R. L. Risson	NIPPON YUSEN KAISHA	20th inst., at Noon.
BREMEN, via Ports of Call	ROON	Ger. str.	Meiners	MILCHERS & CO.	31st inst.
HAYRE & HAMBURG	C. FERD LAEISZ	Ger. str.	von Hoff	HAMBURG-AMERIKA LINIE	18th Aug.
HAYRE & HAMBURG	ROON	Ger. str.	Meiners	HAMBURG-AMERIKA LINIE	25th Aug.
HAYRE & HAMBURG	SPERIA	Ger. str.	Milchert	HAMBURG-AMERIKA LINIE	5th Sept.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	Schmidt	HAMBURG-AMERIKA LINIE	20th Sept.
TRIESTE, &c. via SINGAPORE, &c.	PERSIA	Aus. str.	Craglietto	SANDER, WILBER & CO.	21st inst., P.M.
GENOA, MARSEILLES & LIVERPOOL	DIOMED	Brit. str.	...	BUTTERFIELD & SWIRE	To-morrow.
NEW YORK, via SUEZ CANAL	SARFEDON	Brit. str.	...	BUTTERFIELD & SWIRE	20th Aug.
NEW YORK, via SUEZ CANAL	ST. PILLANS	Brit. str.	J. White	DODWELL & CO., LD.	About 20th inst.
VANCOUVER, via SHANGHAI, &c.	EPSON	Brit. str.	...	SHEWAN, TOMES & CO.	About 15th Aug.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	...	CANADIAN PACIFIC R. CO.	3rd Aug.
VICTORIA (B.C.) & TACOMA via JAPAN	E. OF CHINA	Brit. str.	Geo. Wright	DODWELL & CO., LIMITED	30th inst.
VICTORIA (B.C.) & SEATTLE via S'PARK, &c.	HYADES	Brit. str.	...	BUTTERFIELD & SWIRE	16th inst.
PORTLAND, OREGON	MACHOON	Brit. str.	Wagner	PORTLAND & ASIATIC CO.	10th inst.
AUSTRALIAN PORTS	NICOMEDIA	Brit. str.	...	BUTTERFIELD & SWIRE	17th inst., 4 P.M.
AUSTRALIAN PORTS	YAMATA MARU	Jap. str.	...	NIPPON YUSEN KAISHA	30th inst.
YOKOHAMA & KOBE	TAIYAN	Brit. str.	...	BUTTERFIELD & SWIRE	18th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	JAYA	Brit. str.	S. Barclay	P. & O. S. N. Co.	About 22nd inst.
FOOCHOW, via SWATOW & AMOY	TRIUMPH	Jap. str.	P. B. Summers	P. & O. S. N. Co.	About 15th inst.
SWATOW, AMOY & TAMSUI	FRITHJOF	Jap. str.	A. Hanson	OSAKA SHOSHEN KAISHA	20th inst., 10 A.M.
SWATOW, AMOY & TAMSUI	HAICHONG	Brit. str.	H. A. Haraldson	OSAKA SHOSHEN KAISHA	17th inst., 10 A.M.
SWATOW, AMOY & TAMSUI	HAICHONG	Brit. str.	Gibson	DODWELL & CO., LD.	To-morrow, 11 A.M.
SWATOW, CHEFOO & TIENTSIN	KANSU	Brit. str.	Hedgins	BUTTERFIELD & SWIRE	22nd inst.
MANILA	SUNGKIANG	Brit. str.	...	BUTTERFIELD & SWIRE	16th inst.
MANILA DIRECT	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	16th inst., 10 A.M.
MANILA DIRECT	RUHI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	23rd inst., 10 A.M.
MANILA	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LD.	About 12th Aug.
CEBU & LOILO	KALFONG	Brit. str.	...	BUTTERFIELD & SWIRE	19th inst.

AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"EPSON."
Captain J. White, will be despatched for the above port on or about MONDAY, the 15th August.
For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 4th July, 1904. [1630]

REDUCED FARES.
THE Commodities Steel Twin Screw Steamship
"TAI ON."
Captain J. Lawrence, leaves the Tsim Yik Wharf, Praya West, on MONDAYS, WEDNESDAYS and FRIDAYS at 8.00 P.M., returning from Canton on TUESDAYS, THURSDAYS and SATURDAYS, at 5 P.M.
FARE—
Saloon ... \$2.00
Children Saloon ... \$1.00
2nd Class ... 0.60
Steage ... 0.20
This well-known steamer has been fitted throughout with Electric Light. Unrivalled accommodation, excellent cuisine, best brands of Wines and Spirits at moderate charges.
YIK ON S.S. CO.,
309, Des Voeux Road Central.
Hongkong, 9th July, 1904. [1674]

NATAL LINE OF STEAMERS.
THE Undersigned GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

MESSAGERIES CANTONNAISES.
J. TREVOUX & CO.
HONGKONG-CANTON NIGHTLY SERVICE.
THE Commodities Steamer
"PAUL BEAU."
Captain Franguel, leaves Hongkong for Canton at 5 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.
The S.S. "CHARLES HARDOUN,"
Captain Merin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.
These two magnificent and up-to-date steamers are lighted with Electricity.
The Saloon is under European Supervision.
First Class European ... \$5.00
Second Class European ... \$3.00
First Class Chinese ... \$1.50
Second Class Chinese ... 80
Deck ... 30
The Company's Wharf is at the end of Queen Street, Praya West.
For further particulars, apply to
J. LANDOLT, Agent.
The Pharmacy, Queen's Road Central.
Hongkong, 23rd March, 1904. [1420]

FOR CANTON.
THE new and fast Twin-Screw Steamer
"SAN CHEUNG."
951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.
Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.,
No. 147, Connaught Road Central.
Hongkong, 15th March, 1904. [27]

NOT RESPONSIBLE FOR DEBTS.
NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.
EOLIPHE, British 4-m. barque, J. McBryde—Standard Oil Co.
LYNDHURST, British 4-m. barque, Parrell—Standard Oil Co.
KENTRUD, British Ship, T. E. Burch—Standard Oil Co.
ANAPA, British Ship, J. M. Williamson—Shewan, Tomes & Co.

NORTHERN PACIFIC LINE.
BOSTON S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
via
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
HYADES	3,753	Geo. Wright	Saturday, July 30th
SHAWMUT	9,306	W. M. Smith	Thursday, September 1st
TREMONT	9,306	T. W. Garlick	Saturday, October 1st

† Cargo only.
FOR MANILA.
The largest, stadiest, and most comfortable steamers for Manila.
S.S. SHAWMUT, 9,306 tons, W. M. Smith, About 12th August.
S.S. TREMONT, 9,306 tons, T. W. Garlick, About 16th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
The twin-screw S.S. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS,
Hongkong, 13th July, 1904. [7]

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.
THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 20th July.
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 3rd Aug.
R.M.S. "TAITAR" ... 4,425 Tons ... WEDNESDAY, 10th Aug.
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 24th Aug.
Hongkong to London, 1st Class ... via St. Lawrence 200 ... via New York 262.
Intermediate on Steamers, ... £40. ... £42.
and 1st Class Rail ...

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
J. W. CRADDOCK, Acting General Agent.
2, Collyer Street.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
FOR STEAMERS TO SAIL REMARKS.
SHANGHAI {SIBILA ... About 15th ... Freight and Passage.
F. H. Summers ...
LONDON, &c. {CHUSAN ... Noon, 16th ... See Special Advertisement.
W. B. Palmer, R.N.E. ... July ...
YOKOHAMA, via SHANGHAI, MOJI and KOBE {JAYA ... About 22nd ... Freight and Passage.
S. Barclay ... July ...
(Passing through the Inland Sea)
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES {SARDINIA ... About 22nd ... Freight and Passage.
C. C. Talbot, R.N.E. ... July ...
For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 13th July, 1904. [1]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATE.
C. FERD LAEISZ {HAYRE and HAMBURG ... On 31st July. Freight.
Capt. von Hoff ... (Calling at Singapore, Penang and Colombo)
BADENIA {HAYRE, BREMEN and HAMBURG ... On 18th Aug. Freight.
Capt. Reorden ... (Calling at Singapore, Penang and Colombo)
SPEZIA {HAYRE and HAMBURG ... On 25th Aug. Freight.
Capt. Milzoff ... (Calling at Singapore, Penang and Colombo)
ANDALUSIA {HAYRE and HAMBURG ... On 5th Sep. Freight.
Capt. Schmidt ... (Calling at Singapore, Penang and Colombo)
SCANDIA {HAYRE and HAMBURG ... On 20th Sep. Freight or Passenger.
Capt. Mayer ... (Calling at Singapore, Penang and Colombo)
For Further Particulars, apply to
HAMBURG-AMERIKA LINIE
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

13
For Further Particulars, apply to
HAMBURG-AMERIKA LINIE
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI WA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
Operating in
PORTLAND, OREGON
CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP TONS. CAPTAIN TO SAIL ON
"NICOMEDIA" 4,370 Wagner July 16th, 1904.
"ARABIA" 4,380 Dahle August 14th, 1904.
"ANAGONIA" 5,198 Schudt September 14th, 1904.
"NUMANTIA" 4,370 Hansen October 14th, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 30th June, 1904. [14]

OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR TAMSUI, VIA SWATOW AND AMOY
AND AMOY
FOOCHOW, VIA SWATOW AND AMOY
STEAMERS LEAVING
"FRITHJOF" SUNDAY, 17th July, at 10 A.M.
H. A. HARALDSEN
"TRIUMPH" WEDNESDAY, 20th July, at 10 A.M.
A. HANSEN
On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.
Hongkong, 9th July, 1904. T. ARIMA, Manager [15]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	SAILING DATE.	1904
ROON	WEDNESDAY	30th July
PRINZ REGENT LUITPOLD	WEDNESDAY	3rd August
PREUSSEN	WEDNESDAY	17th August
PRINZ HEINRICH	WEDNESDAY	31st August
GNEISENAU	WEDNESDAY	14th September
BAYERN	WEDNESDAY	28th September
SACHSEN	WEDNESDAY	12th October
ZIETEN	WEDNESDAY	26th October
PRINZESS ALICE	WEDNESDAY	9th November
PRINZ REGENT LUITPOLD	WEDNESDAY	23rd November
PREUSSEN	WEDNESDAY	7th December
PRINZ EITEL FRIEDRICH	WEDNESDAY	21st December
PRINZ HEINRICH	WEDNESDAY	4th January 1905

ON WEDNESDAY, the 20th day of JULY, 1904, at Noon, the Steamship "ROON," Captain Meiners, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till NOON on MONDAY, the 13th July. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 19th July, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 19th July.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardsesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO., AGENTS.
Hongkong, 7th July, 1904. [5]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila direct	Sat. 16th July, 10 A.M.
RUHI	2540	R. W. Almond	Manila direct	Sat. 23rd July, 10 A.M.
PERLA	1980	A. H. Netley		

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 11th July, 1904. [16]

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	"SARPEDON"	On 13th July.
GLASGOW AND LIVERPOOL	"PELEUS"	On 23rd July.
GLASGOW AND LIVERPOOL	"AJAX"	On 29th July.
GLASGOW AND LIVERPOOL	"MACHAON"	On 8th August.
GLASGOW AND LIVERPOOL	"GLAUCUS"	On 12th August.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"DIOMED"	On 15th July.
LONDON, AMSTERDAM and ANTWERP	"KINTUCK"	On 19th July.
LONDON, AMSTERDAM and ANTWERP	"KEEMUN"	On 2nd August.
LONDON, AMSTERDAM and ANTWERP	"MOYUNE"	On 16th August.
GENOA, MARSEILLES and LIVERPOOL	"SARPEDON"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"PELEUS"	On 30th August.
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 15th September.

* Taking Cargo for Liverpool at London Rates.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"MACHAON"	On 11th August.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
[10-11]

Hongkong, 7th July, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, YOKOHAMA and KOBE	"SUNGKIANG"	On 16th July.
CEBU and LOILO	"TSINAN"	On 18th July.
SWATOW, CHEFOO and SHANGHAI	"KAIFONG"	On 19th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 30th July.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
[12]

Hongkong, 13th July, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "CHUSAN,"

A Captain W. B. Palmer, R.N., carrying His Majesty's Mails, will be despatched from this office for Bombay, etc., on SATURDAY, the 10th JULY, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Mongolia," 3500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the R.M.S. "Persia," due in London on the 29th August.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWITT,
Superintendent.
[1]

Hongkong, 4th July, 1904.

NIPPON YUSEN KAISHA.

FOR MARSEILLES AND LONDON, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE British Steamship "BUCEPHALUS,"

Captain R. L. Ritson, will be despatched as above on THURSDAY, the 23rd inst., at DAYLIGHT.

For Freight, apply to
A. S. MIHARA,
Agent.
[1658]

NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE.

THE Company's Steamship

"YAWATA MARU,"

will be despatched as above on FRIDAY, the 23rd July, at 4 P.M.

This well-known steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.

A. S. MIHARA,
Manager.
[1583]

Hongkong, 27th June, 1904.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"OANFA,"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on or after the 11th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 15th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 18th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
[10-11]

Hongkong, 8th July, 1904.

THE H.A.L. Steamship

"SITHONIA,"
Captain Hildebrandt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 11th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
[1669]

Hongkong, 8th July, 1904.

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, AND LONDON.

THE Steamship

"RADNORSHIRE,"
Captain C. H. Burch, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 2 P.M.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by SHEWAN, TOMES & CO.,
Agents.
[1697]

Hongkong, 11th July, 1904.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "NICOMEDIA,"

FROM PORTLAND (OR), YOKOHAMA, KOBE, AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo in pending the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,
General Agent.
[14]

Hongkong, 11th July, 1904.

STEAMSHIP "OCEANIC,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Medoc," from Bordeaux ex s.s. "Ville de Lorient," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, the 12th inst., requesting it to be landed here.

Bills of Lading will be counter-signed by the Undersigned. Goods remaining undelivered after Tuesday, the 19th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th July, or they will not be recognised.

All damaged packages will be examined on Tuesday, the 19th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
[2]

Hongkong, 12th July, 1904.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SAITOH, WASH, VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO'S, OCEAN S.S. CO., and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.

A. S. MIHARA,
Manager.
[1299]

Hongkong, 20th May, 1904.

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the Highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367. Depot, Ice House Street, Tel. 371.

Dr. V. DANENBERG & F. P. DANENBERG,
General Managers.
[12]

Hongkong, 11th May, 1904.

MARTIN'S APIOL-STEEL PILLS

A French Remedy for all Irritable Disorders of the Digestive System, such as Indigestion, Flatulence, Acidity, &c., &c. It is a purely vegetable preparation, and is perfectly safe for all ages. It is sold in all the principal Pharmacies and Chemists.

FOR NERVOUS EXHAUSTION

CHAPOTEAUT'S

Phospho Glycerate of Lime

For Nervous Troubles in Adults and Children

SOLD IN Capsules, in Syrup, and in Wine

Increases vital energy and nerve force. Full instructions with each bottle.

CHAPOTEAUT-PARIS, FRANCE

1265-4

DIRECTORY OF PROTESTANT MISSIONARIES

IN CHINA, JAPAN AND COREA FOR 1904.

WITH ALPHABETICAL LIST.

88 PAGES. PAPER COVER, 50 CENTS.

On Sale at

AMERICAN PRESBYTERIAN MISSION PRESS, Shanghai

Mr. EDWARD EVANS, Missionary Home, Book Room, 1, Quinsan Gardens, Shanghai;

Messrs. KELLY & WALSH, Ltd., Hongkong

Shanghai and Yokohama;

Messrs. W. BREWER & CO., Hongkong and Shanghai;

YUEN CHONG BOOK STORE, Swatow;

Messrs. A. S. WATSON & CO., Amoy;

Messrs. A. S. WATSON & CO., Poochow;

Messrs. H. BLOW & CO., Tientsin;

Messrs. HODGE & CO., "Social Press," Seoul;

"KOREA CHRONICLE" Office, Kobe

DAILY PRESS OFFICE, Hongkong, and at the London Office: 131, Fleet Street.

Hongkong, 12th December, 1903.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPOSTS.

A COMPREHENSIVE AND COMPLETE RECORD OF THE NEWS OF THE FAR EAST

is given in the HONGKONG WEEKLY PRESS,

with which is incorporated "THE CHINA OVERLAND TRADE REPORT."

Subscription, if paid in advance, \$12 per annum. Postage to any part of the World 32.

SHIPPING

SHIPPING IN PORT.

STEAMERS.

ANKERIN, German str., 1,001, J. F. Schaefer, 9th July.—Bangkok 2nd July, General.—Butterfield & Swire.

ATHENIAN, British str., 3,883, S. Robinson, 4 July.—Vancouver 6th June, General.—C. P. & Co.

BONNE, German str., 1,344, E. Mubie, 13th July.—Sundakan 7th July, General.—Melchers & Co.

CARL, LINDORF, German str., 774, H. Schlusker, 13th July.—Haiphong and Hongkong 12th July, General.—Jensen & Co.

CARL MENZEL, German str., 984, J. Janssen, 18th June.—Amoy 17th June, Ballast.—East Asiatic Trading Co.

CHOWFA, German str., 1,055, H. Albert, 9th July.—Bangkok 30th June, Rice and Wood.—Butterfield & Swire.

CHURON, British str., 487, Dasey, 12th July.—Manila 7th July, Ballast.—Chinese.

DAQUIN, German str., 959, C. Gosewisch, 9th July.—Swatow 24th June, General.—Melchers & Co.

DIOMED, British str., 3,045, Hazland, 13th July.—Sundakan 9th July, General.—Butterfield & Swire.

DUNDEE, British str., 2,010, J. Graham, 2nd July.—Barru via Natal 24th April, Coal.—Alex. Ross & Co.

ERICA, German str., 1,301, R. Rickmann, 30th June.—Hongkong 28th June, Coal.—Jensen & Co.

FOYLE, British str., 2,591, Page, R.N.M., 13th July.—Kobe 10th July, Coal.—M. B. Kaisha.

GENERAL ALAYA, American transport, White Star, 30th June.—Cavite 17th June.

GIANG HEE, British str., 1,185, A. Dunlop, 13th July.—Java and Sumatra 29th June, Sugar and Cotton.—Chinese.

GLENROY, British str., 3,141, McGillivray, 12th July.—Singapore 6th July, General.—McGregor Bros. & Co.

HAILAN, French str., 377, L. Anderson, 1st July.—Pakhoi 28th June and Hoihow 30th, General and Pigs.—A. R. Marty.

HAILONG, British str., 783, Gibson, 13th July.—Swatow 12th July, General.—Douglas Lapsack & Co.

HELENE RICKMERS, German str., 2,256, W. mecke, 8th July.—Moji 2nd July, Coal.—Amboin, Kariborg & Co.

HORAKA, British str., 1,359, J. M. Hay, 13th July.—Sundakan 14th July, Sugar.—Jardine, Matheson & Co.

IRADIN, British str., 473, W. Winch, 5th July.—Manila 24th June.—East Asiatic Co.

JOHANN, German str., 952, Island, 9th July.—Saigon 4th July, Rice.—Jensen & Co.

JUSTIN, United States str., Hughes, 5th July.—Guam 28th June and Cavite 1st July, Coal.—Owens.

KONGWAI, German str., 1,115, W. Moller, 29th June.—Bangkok 20th June, Rice and Tankwood.—Melchers & Co.

KOWLOON, German str., 1,437, H. Stehr, 12th July.—Canton 11th July, General.—Jardine, Matheson & Co.

KUNHANG, British str., 2,077, Buller, 10th July.—Singapore 5th July, General.—Jardine, Matheson & Co.

LAISANG, British str., 2,224, E. J. Todd, 6th June.—Calcutta 21st May, Penang 26th, and Singapore 31st, General.—Jardine, Matheson & Co.

LOKANG, British str., 978, F. Wheeler, 9th July.—Bangkok 2nd July, Rice.—Jardine, Matheson & Co.

LOONGKANG, British str., 1,092, G. S. Weigall, 11th July.—Manila 8th July, General.—Jardine, Matheson & Co.

MACQUARRIE, British str., 2,073, St. John George, 8th July.—Kobe via Moji and Amoy 21st June, General.—Gibb, Livingstone & Co.

NEGA, Italian str., 2,061, Angelo, 5th July.—Singapore 29th June, Coal.—Dadwell & Co.

NICOMEDIA, German str., 2,893, A. Wagner, Portland (Or.) and Moji 4th July, General.—P. & A. S. S. Co.

ONDA, British str., 2,638, Cabitt, 13th July.—Moji 8th July, Coal.—M. B. Kaisha.

ONHANG, British str., 1,787, Davies, 1st July.—Java 22nd June, Sugar.—Jardine, Matheson & Co.

PELIA, British str., 1,287, A. H. Notley, 13th July.—Saigon 9th July, Rice and Flour.—Shewan, Tomes & Co.

RADNORSHIRE, British str., 2,401, Enoch, 11th July.—London 14th May, General.—Shewan, Tomes & Co.

SOHUYKILL, British str., 3,343, R. Nicholas, 11th July.—Shanghai 5th July, via Keelung 9th, General.—Standard Oil Co.

SIEK, British str., 3,216, James Rowley, 5th July.—New York 4th May, General.—Dadwell & Co.

SINOWAN, Dutch str., 1,302, J. F. van Tol, 5th July.—Sumbawa 29th June, General.—Chinese.

SISHAN, British str., 845, A. Jones, 13th July.—Dulo 8th July, Sugar and Sapan Wood.—Bradley & Co.

SUNSHINE, British str., 1,021, John Robinson, 13th July.—Cebu 9th July, Ballast.—Butterfield & Swire.

SAILING SHIPS.

RECHER, British ship, 2,378, J. McBryde, 10th May.—New York 10th December, 1903, Cass Oil.—Standard Oil Co.

KENTMERE, British barque, 2,334, Durck, 14th June.—New York 29th January, Kerestine.—Standard Oil Co.

MARIA

